THE LAST OF ITS KIND

AND THE PLACETHAT NOW KNOWS IT SHALL KNOW IT NO MORE.

The Old House That Has Stood for Mc Than a Hundred Years Gives Way to the March of Progress.

It is a melancholly sight to witness the fall of a great tree, whether it be from the effects of age or at the hands of the estroying axe. It is perhaps a sadder thing to see removed, little by little an standing on the north side of Franklin street at the corner of Adams, a noble cimen of colonial architecture. It is one f the last of its kind. Its history, and the record of those, who for generations have lived under its roof would fill a volume. And although this cannot be given here, something may be said as to how it came to be built, and to identhe place that now knows it shall know it no more forever.

Thomas Rutherford.

Before the beginning of the present century, Mr. Thomas Rutherford came to Virginia, and settled at Richmond. He was an enterprising young Scotch gentleman, who had already left his native town of Glasgow, to engage in mercantile pursuits at Dublin, from which city he was at as supercargo to James river. In latter capacity he was detained in irginia for many months settling up business entrusted to his care.

Wille here thus engaged, he formed h an opinion of the people and country hat he made up his mind to come a citizen of the United States. hourt the year 1789 Mr. Rutherford ared at Richmond to begin a long and ful career; and to found in this couna family whose influence has during this time, been for good in the comity of which they were a part, and y of whom have filled important es in social, as well as in public life. due time Mr. Rutherford became a essful merchant; married into one he prominent families of the State, was, at the time of which we now was, at the time of which we now te, living in a small, unpretending use on "E" or Main street as it was orwards called, near the County Court use, and east of Shockoe creek.

This was the original site of Colonel rais city and was then occupied by a best class of people. The air of the ace was not salubrious. Its location was it, and always wet by the over-flowing the river and creek. Much sickness results for the results of things. ited from this state of things. Mr. nbers of his family and with some of neighboring sufferers, was obliged safety from disease in the purer of the upper country. A favorite of resort at that time was the Green summer of 1793 that he first went to place. There he knew he would agreeable and refined people from hmond, and many of the proprietors of

Necessary to Move.

ing it necessary to remove his fam-m the town, at the return of every r. Mr. Rutherford had already deto secure a more wholesome Creek and upon a greater elev He had become familiar with all suntry west of the town, and had this mind on an elevated and pleasant-situated piece of land within easy ach by vehicle or horsetack of the trehouses when the traffic in tobacco carried on. That part of the city beyond what is now Second street, sed between Cary and Broad streets, d stretching indefinitely westward, comand part of the property here referred Almost everybody for several gener-ons gone, have heard of Parson Blair The latter had two brothers, both of

hom were successful Scotch merchants, and had become men of means. They large areas of land in several parts of the country, but particularly near the town of Elchmond. Parson Buchanan, being a minister, had never desired or tried to accumulate money, and conse-quently was poor until one of his brothers died leaving him considerable land pro-certy, lying at the upper end of Broad et, then Deep-run turnpike, including area in which the present shops of Richmond, Fredericksburg and Potothe area in which the present shops of the Richmond, Fredericksburg and Potomac Railway Company stand, together with that on which the "Hermitage" "Rellvile," "Columbia" and other noted family mansions were subsequently built. On the occasion of Mr. Rutherfoord's visit to the Green Springs he made an ineffectual effort to purchase from Parson Buchanan this very property. The good man would have been giad to accommodate him, but he had private reasons for declining to part with his land, and could not be induced to sell. Whereupon his brother Alexander, observing the disappointment of Mr. Rutherfoord, at once offered him a hundred acres of his own land lying nearer the town than the Parson's, and upon such liberal terms that Mr. Rutherfoord at once closed the bargain. To these hundred acres, Mr. Alexander Buchanan afterwards added "certain other lots adjoining it without additional price."

No Franklin Street Then,

No Franklin Street Then. When Mr. Rutherfoord made this pur-hase, there was no Franklin street. Car-lageways traversed the country in every frection over the grassy fields. But we dwellings were to be seen. There-were neither side-walk nor curbing. It was a region in which every element played a democratic purpose to seek Cattle grazed at large or dozed cefully in the neighboring slopes wing the cud of contentment. Here there a primitive fencing interferred th the common freedom of things. sun gave his light by day, but when came, unless the moon was in fash-nothing guided the foot-steps of the ordestrian, and kept him from stumbling over the backs of drowsy cattle, or fall-ing into sloughs of mire, but the light

course there was no gas, and it as a joy to the night-walker when the cht from some favoring window shed brightness athwart the universal com to cheer his way. The family cur is then a prominent personage, whose mettlens were not to be despised. Infunctions were not to be despised. Instances were frequent in which sad havoc
were made upon the persons and clothing
of wayfarers by night. One gentleman
had his fashionable blue cloth cloak torn
to pieces, while a package of oranges (a
creat rarity at that time) were lost in
the snow instead of being enjoyed by the
family. Another had his new umbrella
leaten to fragments defending himself,
and being greatly incensed thereby, rejurned, gun in hand, to the spot and slew
the offending brutes. te offending brutes.

No sociaer had Mr. Rutherfoord consummated his purchase than he began to prepare for his new home. After due inspection of the locality he determined to erect the dwelling house upon the highest pressible point. He wanted fresh alr and a good yew. To do this it would have been necessary to put the neuse exactly in the middle of what is now Franklin street then a common carr'age road. The land sloped away from this point in every direction, and it was with difficulty that he was finally dissuaded by his friends from carrying out his purpose. They foresaw that in time the country-road might become a street, and that the house and premises would be a serious barrier to the growth of the town in that direction. Had he carried-out his plan the present fashionable thorough-No sooner had Mr. Rutherfoord con-

fare would have been obstructed by the large brick mansion, lately occupied by Col. A. S. Buford, and now being demol-ished for the erection of a block of mod-

Having heeded the protest of his friends
Mr. Rutherfoord begun the new residence
by excavating the foundation in the winter of 1794. Early the following spring he
made the brick from clay on the spot,
and proceeded to burn cyster-shells for
lime. Houses were not run in a month Houses were not run up in a month in those days. It was a serious and important undertaking then. People builded as if there houses were never to be destroyed; were never to become a prey to the march of improvement, or appear at the demands of progress By the 1st. of December, 1735, the dwelling house, two out-houses of brick, 30 by 20 feet each, two stories high, and a by 3 feet each, two stories high, and a large brick stable were under roof. In the spring of 1736, Mr. Butherfoord brought his family up to their new home, but occupied one of the out-houses, until November, 1796, when they moved into

the main dwelling then completed.

As part of the history of the times, it be proper to state here that his large family mansion, 52 feet front, by 40 feet in depth, with all the out houses feet in depth, with all the out-houses and stables, exclusive of the land, cost only \$11,000. For many years after he had occupied his new home Mr. Rutherfoord kept enclosed all the land south of the dwelling as far as Main street; his ice-house being at the extreme border of this large argh. If space allowed it might be well, for the sake of history to describe here this typical example of a patriarchal home of the day. It occupied an extensive area which was soon laid off into lawns, kitchen and flower gardens, orchard, and vineyard. As time passed these became more and more circumscribed. The proprietor found it to his interest to sell off-building sites. Franklin street was opened, and cross streets In street was opened, and cross streets arranged for public convenience. The property was afterwards known as "Rutherfoord's Addition" and became attra tive to investors and builders. Othgentlemen followed Mr. Rutherfoord's example. The Pages, Mr. J. A. Chevalile, Mr. Wilson, Major Price, the Cunning hams, and other soon supplied a neigh berhood of agreeable residents upon lots berhood of agreeable residents upon lots in that region. Many were the improvements made before this was accomplished. The face of the country had to be much changed. On Franklin street between First and Foushee was a deep swampy level, generally filled with water, through which people waded as best they could. A rugged pathway of thistic and other undergrowth represented First street as it climbed up a gravelly hill-side to what is now known as Linden Square. A massive brick wall enclosed many acres west of First street, occupied by orchards of every variety of fruit many acres west of First street, occupied by orchards of every variety of fruit known at that day. Many of these are now never seen; and others have so degenerated that they are not cultivated. In one corner of this enclosure the wall was perforated with lozenge-shaped openings to let in air! Why let in air? it may be asked, when the canopy of heaven was above and the winds thereof were free?"

The way of it was this. During Mr Rutherford's lorg and enterprising career he and his partner a Mr. Hawxley, n Dublin, had like all other merchants suf fered reverses. To recover these Mr. Rutherford had advised the purchase of tobacco in view of the fact that war between England and the United States was then imminent. The purchase had scarcely been made when the war of 1812 broke out. The British invaded the country. Washington had been captured and burned.

This alarmed Mr. Rutherford. His to near the river at Rocketts. He recol-lected how, during the revolution in 1781. Arnold had taken Richmond, and destroy town. He therefore determined to find a hiding place near his home for his treasure, which the enemy would not probably discover. Fortunately the British never reached the capital of Virginia. The totacco lay safely hid, biding its time. Peace came, and with it much pro-It from the sales of this wise investment The space once devoted to these purposes is now occupied by the handsome dwellings subsequently erected by the Kents, Edmunds, and others, but now more closely encumbered by tenement lodging

The writer of these lines recalls the apof the perforated old wall, with other enterprising urchins of the neighborhood, he walked bare-foot alone its broad top, gathering the fragrant blooms of the "magnolia glauca," com-monly called "laurel," which grew monly called "laurel," which grew in profusion on the damp rich soil inside: or joined marauding parties of boys over the same enclosure in pursuit of the lu scious fruits that then grew where the totecco had so long slept.

The Old House,

The noble old mansion-house, built by Mr. Rutherford and now being removed was considered at that time, one of more years, it has undergone several modifictions, especially in its cutward appear ance. Originally the roof was in keeping rich and more aristocratic class. It was lofty and peaked, and flanked by tall chimney stacks, which stood out in relief against the sky, towering above the lofti-est trees. The body of the house was broad and ample, and afforded a typical example of simplicity and strength, so characteristic of the structures of the colonial period. When Mr. Rutherford decided to build for himself a new dwell-ing, he declared it should be large enough to meet the wants of his then increasing fendly, and "be rusceptible of such ad-ditions as circumstances might afterward demand." His anticipations in this respect were fully realized; he having become the father of thirteen children, most of whom lived to enjoy under its capacious

whom lived to enjoy under its capacious roof the protection and providence of their beneficient parent; and many of whom afterwards occupied as heads of families, spacious homes provided by him in parts of his ample domain.

Soon after Mr. Ritherford had taken possession of his new home, he narrowly esciped having a bad neighbor near him. His friend Alexander Buchanan, who had sold him the hundred acres, still owned two more acres on "F" street immediately east of the lot on which the tobacco had been stored, row occupied by the house been stored, row occupied by the house of the late H. L. Kent. Linden row now stands upon this property. Mr. Buchanan sold this to Mr. Racford, a brother-in-law to Mr. Rutherford for \$800. The Legislature in the meantime had possed an act establishing a penitentiary or State prison The Gevernor was authorized to select a location for it. Mr. Radford finding he could get a considerable advance on his purchase, thoughtlessly offered this lot to Governor Wood for the site of the new prison, who at once accepted his offer. Mr. Rutherford was of course deeply concerned when it came to his knowledge that that beautiful place was about to be appropriated to so disemal a purpose Upon representing the merits of the case Upon representing the merits of the case to the Governor, he consented to cancel the bargain, provided some other eligible site could be secured. Mr. Rutherford then purchased the lot from Mr. Radford at the price paid him by the State, and himself offered the land on which the penitentiary now stands, comprising twelve acres, for the same amount of money, the State allowing him \$300 in addition for the valuable timber on the new location. It was in this way that the penitentiary came to be built where it is. But for this timely and hieral interference the future of Frankiin street would have been entirely ruined. Instead of afterwards becoming the centre of wealth,

orchards, remained for a time in the hands of his oldest living son, but in due time its extended limits were encroached upon by buildings devoted to the use of other members of his numerous household. The family mansion was sold to the Hon. John

family mansion was sold to the Hon. John Y. Mason, late Minister to France, and Secretary of the United States Navy. He removed the lofty roof and made the first alterations from its original plans. Other occupants succeeded him in turn, making changes which although adding much to its comfort and decorating its exterior, very materially detracted from the original simplicity and dignity of the building.

Before closing this sketch of the oldest Before closing this sketch of the oldest and most conspicuous dwelling place in that part of Richmond, we cannot refrain from giving some account of certain other changes made in the same neighborhood, and which were consequent upon the industry and enterprise of its builder. The adventure of Mr. Rutherfoord enticed the march of improvement in that direction. Reference has already been made to the building of other attractive residences. But the highways were to be improved and new streets were to be improved and new streets were to be opened. To effect these, the continuity of Mr. Rutherfoord's ample precincts had to be violated. The cutting of Foushee street, named after a noted practitioner of medicine and Mayor of Richmond, destroyed much of the garden and seed-houses of the establishment. East of this, the ground lay low, and was generally wet. Indeed a perennial pond of water and its prolific accompaniments occupied the site of the Grace-Street Bantist Church, and of many other buildings. improved and new streets were to be tist Church, and of many other buildings The stables stood on the corner of Grace and Adams streets; at the southern end of the latter was a well dug by Mr. Ru-therfoord, and which supplied almost the entire neighborhood with water. For many years after his death this land-mark was a conspicuous object near the middle of the street; was still frequented by thirsty devotees, and on one occasion became specially noted as the scene of an accident, by which one of the belies of the State came near losing her life from a fall from her horse.

Filling the Ponds. Besides the pond on Grace street another to which reference has already been made, lay south of Franklin street, much to the inconvenience of travelers. The earth from the neighboring high places earth from the neighboring high places had to be used in filling up these ponds. The one just mentioned was obliterated by the red gravel and elay from what is now Linden Square; and the larger one on Grace street, once the haunt of the snipe, the summer frogs, and the kildee, had to be deeply ditched and drained, besides filled up, before the wet expanse could resign its foul and dank solitudes to the occupation of the growing town. It would be a pleasing task to add more in this connection of the excellent and enterprising proprietor, who thus became the prosperous pioneer of western Richelmann. he prosperous pioneer of western Rich-mond. Would that the beautiful highway of which he was the original founder, could become the memorial of his gifts and his virtues, by bearing the name of "Rutherfoord Avenue," rather than the misnomen which now inaptly attaches to misnomen which now making this most favored street of our city. Our object, in this local sketch has been, to perpetuate the memory of another relic of early Richmond, about to disappear advance of im-

of early Richmond, about to disappear before the necessary advance of im-provement, and for the entertainment oft hose who revere the past and its pleasing lessons, and to "Shape the city's ancient legends into this." W. P. P. MODERN PROGRE S.

A Contrast of the O d and New Methods of

Travel. Three days en route from Richmond to the Greenbriar White would now be considered an infliction of delay and discomfort that the modern traveler would comfort that the modern traveler would count as sufficient ground for a damage suit, yet about thirty-five years ago the Louisa railroad boasted in its adver-tisements that they would convey pas-sengers from this city to that famous resort by the evening of the third day, twenty-four hours quicker than by a competitive line.

What more striking illustration of the march of modern progress than this old advertisement compared with the advertisement of the grand trunk line of the Chesapeake and Ohio to-day, which whirls the passenger in luxurious comfort over almost the same route in the space of seven hours. Here is the old advertisement:

LOUISA RAILROAD.

Lines to Charlottesville, Staunton, Lynchburg, and the Warm Springs.
NIGHT TRAVELLING AVOIDED, AND

GREATLY INCREASED EXPEDITION.

P ASSENGERS leaving Richmond, by the Railroad, at 5 A. M., reach the junction to Breakfast, and thence proceed (together with passengers arriving at the junction the night before from the at the junction the hight before from the North) on the Louisa Raliroad, to Gordonsville, and thence by stages to Charlottesville, reaching Charlottesville by 4 P. M., and Cocke's, fifteen miles west, by night. Leave Cocke's next morning by day light, cross the Blue Ridge at sunrise, and arrive at Staunton by 9 A. rise, and arrive at Staunton by 9 A.

M. Here passengers have a choice of routes, one by way of Warm Springs, and the other by way of the Natural Bridge, each arriving at the White Sulphur on the evening of the third day from Richmond, and twenty-four hours sooner than by the route via. Lynchburg.

On the iopposite side of the same time-stained fragment of the old newspaper, from which the above is taken, appears a number of shipping announce. paper, from which the above is taken, appears a number of shipping announcements, among which was one which announced that the first packet of the season, the first-class copper-fastened and coppered brig Orleans, Wickham master, with very superior passenger and friesht accomodations, would sail for New Orleans September 25th. Apply to Captain on board at Ludiorisch. tain on board at Ludiam's wharf, or to Haskins and Libby.

It is indeed a wonderful revolution when railroads find it necessary to own steamrailroads find it necessary to own steam-ship lines in order to get clear the freight its own cars place upon its wharves. The old shipping notice calls forcibly to mind this fact and brings up to view the seven splendid Chesapeake and Ohio trans-Atlantic freight steamers, which, with a number of chartered vessels, are required to move the export traffic of this great railway line.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENE Y &CO., Prop's, Toledo, O. We, the undersigned, have known F. J. Cheney for the last fifteen years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. to carry out any obligation made by their firm, WEST & TRUAX, Wholesale Druggists,

Toledo, O. Waldeling, Kinnan & Marvin, Waldeling, Kinnan & Marvin, Wholesale Druggists, Toledo, O. Halls Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c, per bottle. Sold by all druggists. Testimonials free.

Stop That! Stop That!! terrible cough with Dr. David's Cough Syrup of Pine Tar, Horehound, and Wild Cherry.

Attractive Investment. The paid-up stock of the Commercial Building and Loan Association pays sper cent. For full information and prospectus, address the association at Richmond, Va.

Our workmen are busy, and in a few days we will show you handsome baby carriages upholstered in every style. How-ell & Shaw Company, 704 east Main street.

Crutches, Trusses, and Braces.
All styles and prices at
OWENS & MINUR DRUG CO.'S.

Do not take up your carpets. We clean for 8 cents a yard. Buy material and do work yourself costs 3 cents. Howell & Shaw Company, Bedding and Upholster-ing, 704 east Main street.

THE COLLEGE BOYS THERE

BANJO AND GLEE CLUB OF JOHN'S HOPKINS AT OLD POINT.

Girls Galore on Hand to Greet the Gay Vis. Itors_The Concelt of Handsome Young Naval Subalterns When on Shore.

OLD POINT COMFORT, VA., March 24.-Special.-Everything is merry as a May-day at Old Point. The tinkle of benjos and mandolins steals through latticed doors, laughter and Joyousness are all around us, and youth and beauty are everywhere present.

The Banjo and Gles Clubs of Johns Hopkins University arrived yesterday n-orning, and they gave a grand complimentary concert in the ball-room last This morning the Yale

night. This morning the Yale boys finished coming in for they have been coming in squads all the week, and this evening they gave one of their inimitable entertainments.

Of course there are girls galors on rand to greet the Jolly college boys. Among these are the Misses Weightman, of Philadelphia, two dainty blonde beautes, who have set society agog. The Misses Sacket, daughters of Gen. Sacket, U. S. A. are equally attractive brunettes, with a great stock of fun and utter absence of affectation.

Miss Watson, of Philadelphia, is another beauty, whose gowns are marveis of elegance. She won fame last spring by being able to converse with the foreign officers in their own different tongues.

Mrs. Stantay Matthews, wife of Judge

sues.

Mrs. Stanley Matthews, wife of Judge Matthews, of the United States Supreme Court, is a noticeably fine-looking lady.

Mr. Harry Haile, son of ex-Governor Haile, is a thorough social favorite. He will no doubt lead the grand german to be given next Wednesday evening to the Hygela guests and the officers and ladies of the garrison. The german will be tendered by the hotel management.

These moonight nights are receiving due appreciation, and between dances the breakwater is filled with strolling couples. It is a most phenomenal March.

Om e s of the Vesuvius. Ome of the Vesuvius.

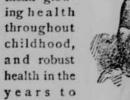
The Vesuvius lies at anchor here, and several naval officers are added to the list of gallants. It is quite entertaining to hear these young sea-farers boast of their ship, their prowess, and general importance; but it is funnier still to see how quiet they become in the presence of their superior officers. In fact, there is no more important individual than a young man in a new uniform.

Dr. Moseley, assistant post surgeon, has returned from a month's sojourn at Washington.

Paymaster-General Stewart, U. S. N., is a guest here.

Perfect Baby Health

oughtto mean glowing health throughout childhood, and robust health in the



come. When we see in children tendencies to weakness, we know they are missing the life of food taken. This loss is overcome by

Scott's Emulsion

of Cod Liver Oil, with Hypophosphites, a fat-food that builds up appetite and produces flesh at a rate that appears magical.

Almost as palatable as milk.
Prepared by Scott & Bowne, N. V. All druggists.



Nothing but our willingness to pay cash in these hard times enables us to put such good stuff into these \$13.25 suits. For the usual price of one custom suit to your order we will cut you TWO.

Plymouth Rock Pants Company

30 N. Ninth Street.

KNOW ALL



First: That we are the only regularly incorporated Optical Company in the State.
Second: That we have no connection with any other concern and that we employ no traveling agents.
Third: That our only office is located at

915 East Main Street,

our factory at s south Tenth street.

Fourth: That the cause of our large and constantly increasing paironage may be found in the RELIABILITY OF OUR SERVICE,

The S. BALESKI OPTICAL CO.,

915 E. Moin street

STILL LURKS IN THE AIR.

Notwithstanding we may have a few bright, warm days in March, often tempting people to carelesaness, change of clothing, etc., "Grippe still lurks in the air."

It is now widely known that Dr. HUM-PHREYS NEW SPECIFIC 77 cures Grippe with all its symptoms of Influenza, Catarrh, Pains and Soreness in the Head and Chest, Cough, Sore Throat, General Prostration and Fever. Taken early it cuts it short promptly; taken during its prevalence, prevents its invasion; taken while suffering from it, a relief is speedly realized, and an entire cure assured by the continued use of

We are deluged by letters reciting the wonderful cures. Mrs. E. C. Hall, 1976. Lexington avenue: "I write to express my appreciation of 77. It is invaluable in Grippe and Bronchitis. I cannot praise it too much." William M. Tyler, Esq. (Lawyer), 296 Broadway: "77 afforded my wife prompt relief and cured our servant of Grippe." Mrs. Murphy, 2763 Atlantic avenue, Brooklyn: "After an attack of Grippe, I was left with a dreadful hacking cough. 77 cured me in one day." Mrs. Wright and Mrs. Wilson (mother and daughter), of 75 cast 103d street, say that they were both cured of Grippe by 77. A. J. Leitch, Esq., 442 Central Park, West, took the trouble to call at our office to express his gratitude; 77 cured him of a very hard coid; tightness and pains in the chest, and sore throat, the good effects being shown inside of twelve hours.

77 consists of a small bettle of pleasant pellets; just fits your vest pocket. Sold by druggists, or sent post paid on receipt of price, 25c., or 5 for \$1.

Humphreys' Medicine Co., corner William and John streets. New York.

Trade supplied by OWENS & MINOR DRUG COMPANY, PURCELL, LADD & CO., POWERS-TAYLOR DRUG COMPANY,

PIANO BARGAINS!

1 Fischer Upright, 7 Octaves, - \$200. 1 Handsome Upright, 7 1-3 Octaves, \$160 1 Raven & Bacon, Square, 7 Octaves, \$100. 1 Knabe, Square, large case, - \$125. 1 Grovesteen & Fuller, Square,

good as new, - - - \$150. 1 Fischer, Square, 7 Octaves, - \$110.

Organs from \$15 to \$150.

R.B.LEE

SUCCESSOR TO RYLAND & LEE,

805 Main Street.

USE One. KINGAN'S

RELIABLE HAMS

fel-th, su&tu

ESTABLISHED IN 1857. DICKERSONS.



MULE MILLINERS, 1402 EAST MAIN STREET.

FINE HARNESS, SADDLES, &c. ENG-LISH AND TURF GOODS. no20-s .tu&th

STEAMBOATS.

OLD DOMINION STEAMSHIP COMPANY.
SEMI-WEEKLY LINE FOR NEW
YORK.
Steamers leave Richmond
every TUESDAY and FRIDAY at 5 P. M.
Leave New York (from
Pier 26, North river), for
Richmond every WEDNESDAY and SATURDAY at 3
Abin Fare......

GEORGE W. ALLEN & CO. Agents,
de29

Viriginia Navigation Company's
JAMES RIVER LINE for the seasore, cheapest and most pleasant route
to Norfolk, Portsmouth, Old Point, Newport News, Claremont, and James river
landings Connections: At Old Point and
Norfolk for Hampton and Smithfield,
Va. Washington, D. C., Baitimore, Philadeiphia, and New York. James river by
daylight. Great tourist line. Jamestown, Dutch Gap, and war scenery. Rates
less than half charged by rail. Fare to
Portsmouth, Old Point, and Norfolk, \$1.50
and \$1. Steamer Pocahontas leaves Richmond every MONDAY, WEDNESDAY,
and FRIDAY at 7 A. M. (STREET-CARS
GO DIRECTLY TO STEAMER'S
WHARF) for above-named places.
Through tickets on sale on steamer and
at Garber's Agency, No. 901 Main street.
Baggage checked through. State-rooms
engaged for day or night. Music by a
grand orchestrion.
FREIGHT.-Freight received daily for
above-named places and Eastern North
Carolina; also, for Eastern Shore of Virginia and all regular landings on the
James river, at LOWEST RATES, and
through bills issued.
FREIGHT.-FREIGHT.-FREIGHT.EDWARL E. BARNEY, President.
IRVIN WEISIGER, Superintendent.
IRVIN DELPHIA RICHMOND AND

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY.
Appointed salling days every TUESDAY and FRIDAYS at 1 P. M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received until salling hours. For Sunday's steamer till 5 P. M. Saturday. Freight received daily till 5 P. M. Garrial Bouthern Agent, Office Rocketa.

General Bouthern Agent, Office Rocketa.

W. P. CLYDE

Chesapeake and Onio Railway. EFFECTIVE JANUARY 14, 1804.

RAILROAD,

TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.
8:40 A. M., Daily, with Pulman for local stations, Newport News,
Old Point, Norfolk, and Portsmouth. 3:00 P. M., Dally, with Parlor Car, for lo-cal stations, Newport News, Old Point, Norfolk, and Ports-

Old Point, Norfolk, and Portsmouth.

7:45 A. M., Local train, except Sunday, for Clitton Forge. Connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:00 P. M., The Cincinnati and St. Louis Limited daily, with Parlor-Car to Gordonsville and Puliman Steepers Gordonsville to Cincinnati and St. Louis. Stops only at important stautons.

5:30 P. M., Local train except Sunday.

5:30 P. M., Local train, except Sunday, accommodation for Charlottes-

accommodation for Charlottesville.

10:00 P. M., Daily for Cincinnati, with
Pullman to Hinton and Gordonsville to Cincinnati and
Louisville, Dining-Car Washington to Cincinnati, Connects at Covington (Va.) for
TRAINS LEAVE EIGHTH-STREET

9:00 A. M., Pally, with Palace-Car, for
Lynchburg, Lexington, Va.,
and Clifton Forge. Connects
(except Sunday) for Arvonia.

10:00 P. M. Except Sunday for Arvonia.

EROAD-STREET STATION.

11:00 A. M. Daily from Cincinnati.
11:00 A. M. Daily from Cincinnati.
11:00 Point.

7:45 P. M., Except Sunday from Clifton TRAINS FORE.
STATION.
S:45 A. M. Except Sunday from Colum-6:00 P. M., Dally from Lynchburg and Clifton Forge. JOHN D. POTTS. Division Passenger Agent.



RICHMOND AND DANVILLE RAILROAD COMPANY.
SHORTEST AND QUICKEST ROUTE
SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT DEC. 31, 1893.
LEAVE RICHMOND:

TRAIN No. 37, 12:50 A. M. TRAIN No. 37, 42:50 A. M.

Southern Express adily for Danvelle, Greensboro, Winston-Salem. Connects at Danville with the Washington and Southwestern Vestibuled Limited; carrying sleepers to Asheville and Hot Springs, Columbia, Augusta, Savannah, Jacksonville, and Tampa; Atlanta, Birmingham, Memphis, Shreveport, and New Orleans. At New Orleans and Memphis connections are made for all points in Texas and California. Sleepers Richmond, Va., to Danville and Greensboro.

TRAIN No. 35, 12:40 P. M.

TRAIN No. 35, 12:40 P. M.

FAST MAIL, daily for all points South
Pnd Southwest. Connects at Moseley
with Farmville and Powhatan railroad;
Keysville for Clarksville, Oxford, and
Durham. Carries sleepers Danville to Columbia, Augusta, Savannah, Jacksonville, and Atlanta Parlor Car Atlanta to Birming-ham.

ham.

TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily exA cept Sunday for Amelia Courthouse
and intermediate points.

Train No. 61, 5:40 A. M. daily except
Sunday, carrying passenger coach to
Amelia Courthouse. Stops at all stations. Stows up as other trains. Arrives Manchester 4:45 P. M.

ARRIVE AT RICHMOND:
Train No. 28, 7:90 A. M.; No. 36, 1:25
P. M.; No. 15, 8:45 A. M.; (Manchester,
4:35 P. M.)

YORK RIVER LINE VIA WEST POINT

YORK RIVER LINE VIA WEST POINT
DAILY EXCEPT SUNDAY.
THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA, AND
NEW YORK.
LEAVE RICHMOND;
TRAIN No. 10, 3:20 P. M.

I OCAL EXPRESS, daily. Stops at all
stations. At Lester Manor, connects
with stage for Walkerton; also connects
with Baltimore steamer at West Point
daily except Sunday.
STEAMERS LEAVE BALTIMORE 5
P. M. DAILY, EXCEPT SUNDAY.
FOR WEST POINT, daily except Sunville railroad to Richmond, arriving at
10:30 A. M. and 8:35 P. M.
TRAIN NO. 44, 7:35 A. M.

I CCAL MIXED, daily except Suntion for West Point and intermediate
points.
Ticket office at station foot of Virginia
street; open 8:00 A. M. to 6:00 P. M. and
10:40 A. M. and 8:35 P. M.
City ticket office, 901 Main street.
SOL HAAS,
W. A. TURK,
Traffic Manager.
Gen. Pass. Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent,
JNO. M. BEALL. Trayl. Pass. Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent,
JNO. M. BEALL. Trayl. Pass. Agent.

A PLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing SUNDAY, January 23, 1894, at 12:20 P. M., trains on this road will run as follows: TRAINS SOUTHWARD.

TRAINS NORTHWARD. | Leave | Arrive | No. Petersburg Richmond | 14 - *2.43 A. M. 3.40 A. M. Fast Mail. | 32 - *7.30 A. M. 8.20 A. M. Accommoda'n. | 34 - *10.66 A. M. 10.50 A. M. Norfolk Train. | 134 - *11.67 A. M. 11.45 A. M. Atlanta Special. | 38 - *6.45 P. M. 7.20 P. M. N. & W. Con'n. | 37 - *5.53 P. M. 6.50 P. M. Through Train. | 46 - *6.29 P. M. 7.60 P. M. Norfolk Special. | 47 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. 7.50 P. M. Norfolk Special. | 48 - *6.29 P. M. P. M. Norfolk Special

STOPPING PLACES.

Nos. 14, 45, 46, 25, 500, and 501 make no stops. Nos. 403 and 134 stop at Belfield and Stoney Creek on signal. Nos. 23, 34, 23, 43, and 78 stop on signal at Manchester, Drewry's, Centralia, and Chester. Nos. 32, 51, and 37 will stop on signal at all stations.

Pullman Palace Buffet Sleeping-Cars on all through trains. On trains Nos. 37 and 32 sleeping-cars between Richmond and Lynchburg. Va.

NEW LINE TO ATLANTA, GA. Leave Richmond 9:00 P. M. daily; arriving Weldon II:22 P. M., and at Atlanta 4:90 P. M. via S. A. L. Through sleepers Richmond to Atlanta.
In addition to the above,

THE NEW YORK AND FLORIDA consisting of Vestibule Pullman Cars only, leaves Richmond, south-bound, 9:39 P. M. daily except Sunday, and leaves Petersburg, north-bound, 7:52 A. M. daily except Monday. No extra fares charged on this train except regular Pullman, THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Richmond. 9:00 A. M. Norfolk. 11:25 A. M. Richmond. 5:20 P. M. Norfolk. 3:45 P. M. Norfolk. 4:35 P. M. Richm'd. 19:00 A. M. Richm'd. 19:00 A. M. Richm'd. 7:00 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:35 P. M. are solid A. M. and Norfolk at 4:35 P. M. are solid at sengers go through without change of

Superintendent.
E. T. D. MYERS.
General Superintendent.
T. M. EMERSON, Traffic Manager.

RAILROADS

PICH MOND, FREDERICKSBURG
AND POTOMAC RAIL-ROAD.—Schequie commencing JANUARY 23, 1894.—
Eastern standard time.
7:80 A. M., Leaves Byrd-Street stations.
Arrives at Washington at
12:91 P. M.; Baltimore, 1:17
P. M.; Philadelphia, 3:37 P.
M.; New York, 6:28 P. M. Buffet Parlor-Car to Washington.
8:50 A. M., New York, and Florida special.
All Pullman vestibuled cars.
Leaves Byrd-Street station
daily except Monday. No extra charge other than usual
Pullman fare.
Leaves Byrd-Street station
daily except Monday. No extra charge other than usual
Pullman fare.
Leaves Byrd-Street station
daily except Monday. No extra charge other than usual
Pullman fare.
Leaves Byrd-Street station
daily. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg. Brooke, and Widewater. Arrives at Washington at 3:40 P. M.; Philadelphia,
7:39 P. M.; New York, 19:35 P.
M. Also connects at Washington with the Congressional
Limited (all Pullman Parlorcars and Pennsylvania railroad dining-cars), leaving daily
at 4:00 P. M., arriving BaltiJore 4:54 P. M. and New
7:35 P. M., Leaves Byrd-Street station
daily. Sleeper Richmond to
New York and Washington
to Philadelphia, 3:65 A. M.; New
York, 8:53 A. M.
Rowell Stops at Other
rives at Washington at 1:10
P. M.; Baltimore, 12:53 A. M.;
Philadelphia, 3:65 A. M.; New
York, Stops at Other
stations on Sundays. Leaves
10:04. M.; Baltimore, 12:53 A. M.;
Philadelphia, 3:66 A. M.; New
York, Stops at Other
stations on Sundays. Leaves
10:05. M.; Baltimore, 12:53 A. M.;
Predericksburg, Milford, Doswell, Ashland, and Elba.
Leaves Washington at 1:03 A.
M. Buffet Parlor-Car from
Washington
1:15 P. M., Arrives Byrd-Street station
daily. except Sunday, Stops
at Elba, Washington at 1:03 A.
M. Buffet Parlor-Car from
Washington.
7:15 P. M., Arrives Byrd-Street station
daily. Stops only at Fredericksburg Millord, and Desericksburg Millord, and Desericksburg Millord, and Desericksburg Millord, and Des-

Leaves Washington at 10:37 A.

M. Buffet Parlor-Car from
Washington.

7:15 P. M., Arrives Byrd-Street station
daily. Stops only at Fredericksburg. Milford, and Doswell. Pullman cars from New
York and Washington. Leaves
Washington 3:46 P. M. Does
not stop at Elba.

8:50 P. M., Arrives at Byrd-Street station daily. Leaves Washington 4:52 P. M. Stops at Elba
and local stations. Pullman
Car from Washington.

9:29 P. M., New York and Florida special.
All Pullman vestibuled cars.
Arrives at Byrd-Street station
daily except Sunday. No extra
charge other than usual Pullman fare.

FREDERICKSBURG. ACCOMMODA

FREDERICKSBURG ACCOMMODA-

DAILY EXCEPT SUNDAY.
4:00 P. M. Leaves Byrd-Street station;
arriving Fredericksburg at
6:33 P. M.
8:33 A. M. Arrives at Byrd-Street station; leaves Fredericksburg
5:50 A. M.

ASHLAND TRAINS. DAILY EXCEPT SUNDAY. 6:48 A. M., Leaves Elba; arrives at Ashland at 7:39 A. M.
6:29 P. M., Leaves Elba; arrives at Ashland at 7:07 P. M.
6:45 A. M., Arrives at Elba; leave Ashland at 6:06 A. M.
6:04 P. M., Arrives at Elba; leave Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS,
General Superintendent.

SEABOARD AIR-LINE. SCHEDULE IN EFFECT

BUNDAY, JANUARY 28, 1894. Lv. Richmond ... 9:00 P. M. 8:25 A. M.
Lv. Petersburg (Union 9:33 P. M. 9:15 A. M.
Lv. Petersburg (Washington street) ... 9:42 P. M. 9:23 A. M.
Ar. Weldon ... 11:20 P. M. 11:34 A. M.
Ar. Henderson ... D. 12:20 A. M. 2:09 P. M. 1 9:00 P. M. 8:25 A. M. Ar. Durham 2:95 A. M. 4:10 P. M Ar. Raleigh..... 8:40 A. M. 4:45 P. M

Daily ex-cept Mon-day. 7:30 A. M.

8:50 A. M.

B. 10:05 A. M.

11:17 A. M.

11:47 A. M.

11:47 P. M.

1:37 P. M.

3:00 P. M.

D-Dinner. B-Breakfast.
No. 23 makes all local stops. Connects at Raleigh with Piedmont Air-Line for Ashaville, N. C., and all intermediate points on the Western North Carolina Railroad.
No. 27. "Vestibuled Limited Train." Buffes Sleepers. Richmond to Atlanta. Connecte directly at Atlanta with W. & A. R. R. for Chattanooga. Nashville, and all points West. Connects with A. & W. P. R. R. for Mobile. Montgomery. New Orleans, and all points Southwest. No extra charge on "Vestibuled Trains.

ARRIVE RICHMOND.

No. 154—"Atlanta Special" "Vestibuls, Limited Train"—11:45 A. M. daily. No. 78—Mail and Express—6:50 P. M. daily except Sunday.

For tickets, Pullman reservations, &c., apply at ticket office, Byrd-Street station; Richmond Transfer Company, 901 east Main street, and company's office, 835 east Main street. JOHN C. WINDER, General Manager. L. T. MYERS, General Supt. T. J. ANDERSON, Gen'l Passenger Agent.

N & W Norfolk: Western R.

H. M. BOYKIN, City Passenger Agent.

SCHEDULE IN EFFECT NOV. 19, 1803.
LEAVE RICHMOND (DAILY), BYRD-STREET STATION.
9:00 A.M., RICHMOND AND NOR-FOLK VESTIBULED LIMIT-ED. Arrive vortoik 11:25
A.M. Stops only at Peters-burg, Waverly, and Sunoik-Sepond-class tickets not accepted for passage on this train.

cepted for pussage on this trail.

9:09 A. M., This. CHICAGO EXPRESS for Lynchburg, Roanoke, Bluefield, Pocahontas, Kenova, Columbus, and Chicago. Pulman Buffet Sieeper Roanoke to Columbus without change. Also, for Pulaski, Bristol, Knoxville, Chattanooga, and intermediate points, Pulman Sieeper Radford to Chattanooga, and intermediate stations; arrives at Norfolk at 8:50 P. M.

11:50 P. M., For Suffolk, Norfolk, and intermediate stations; arrives at Norfolk at 8:50 P. M.

11:50 P. M., For Roanoke, Radford, Pulaski, and Bristol. Connects at Roanoke 7:10 A. M. with Washington and Chattanooga, Limited. Pulman Sieeper Roanoke to Memphis and New Orleans. Dining Car attached. Also for Bluefield and Pocahontas. Also for Rocky Mount and all stations on Winston-Salem division. Pulman Palace Sieeper between Richmond and Lynchburg.

Winston-Salem division, Pull-man Palace Sleeper between Richmond and Lynchburg, Berths ready for occupancy at 9:00 P. M. Also Pullman Sleeper Petersburg to Roan-ske.

R. S.W. COURTNEY, District Passenger Agent. W. B. BEVILL, Got.eral Passenger Agent. ca. Roanoke, Va.